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A perfect food

is Bovril—it nourishes, stimulates and reinvigorates. Bovril is of great value for all to whom strength and endurance are a vital necessity. Its regular use is a permanent protection against the dangers of colds, chills and diseases.

BOYRIL

JAPAN  COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

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HONGKONG BRANCH:—FRINCE'S BUILDINGS, ICE HOUSE STREET.

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CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinaga, Hokoku, Kanagawa, Chubu, Hamamatsu, Mannoura, Oseage, Onaji, Sasahara, Tsukaburo, Yoshinotani, Yoshio, Yunokibara and other Coals.

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H. PRICE & CO.
WINE MERCHANTS,
12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at a moment's notice.

Contracts made on special terms with Caterers, Committees, Messes and Captains of Steamers. All Wines, Spirits and Beers supplied are guaranteed.

Price list on application. TELEPHONE No. 135.
Hongkong, 23rd July, 1903. [41]



KUPPER'S PILSENER
BEERS.



THE LEADING BEER IN THE
FAR EAST.

Telephone
No. 75.

SOLE AGENTS:
CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS.
15, QUEEN'S ROAD.

Hongkong, 3rd February, 1904. [42]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for
DR. AUER VON WELSBACH Co.,

VIENNA, —
THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
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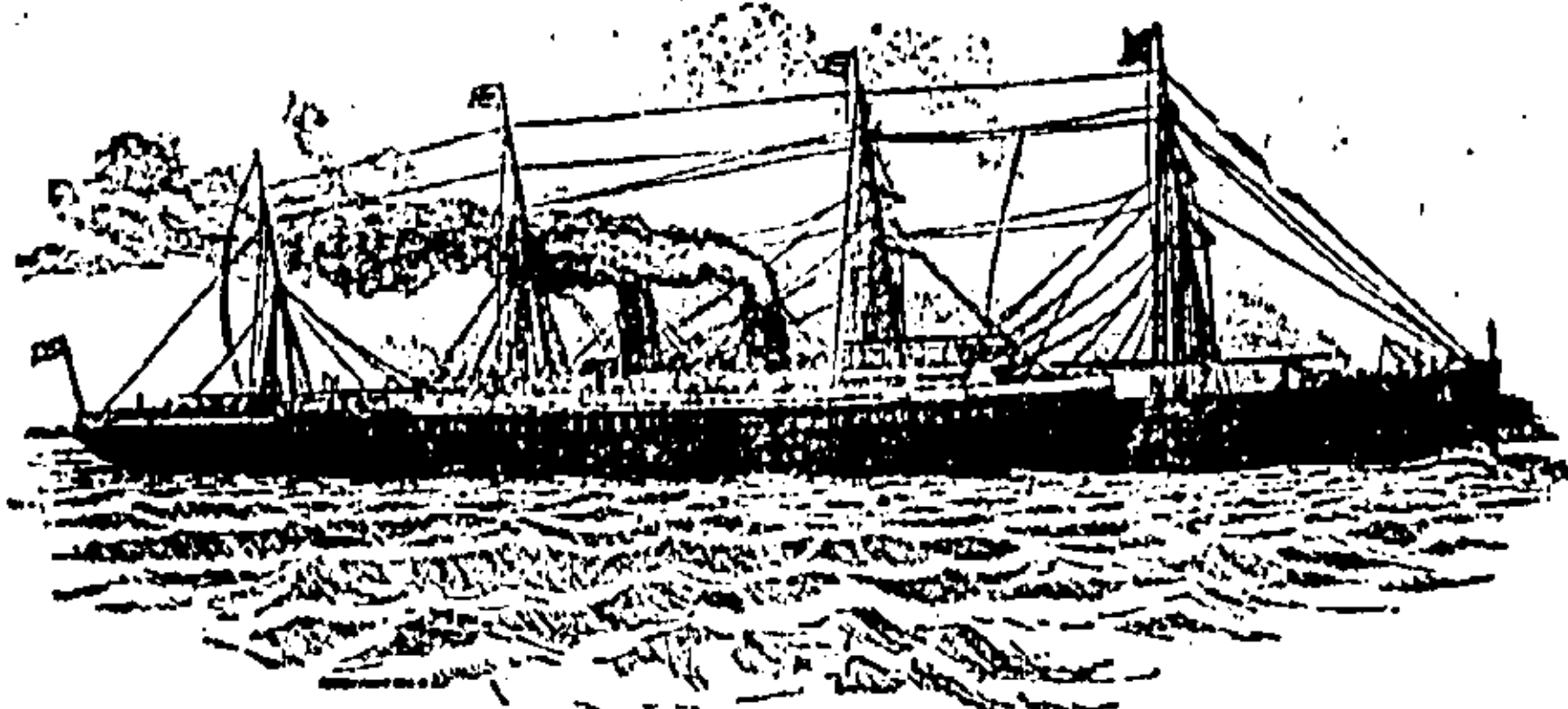
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PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TA 100 PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284 Gross Tons	SATURDAY, 13th February, at Noon.
"COFFIC"	4,352 "	TUESDAY, 23rd February, at Noon.
"KOREA"	11,276 "	THURSDAY, 10th March, at Noon.
"GALIC"	4,705 "	SATURDAY, 19th March, at Noon.
"CHINA"	5,060 "	TUESDAY, 5th April, at Noon.
"DORIC"	4,784 "	THURSDAY, 14th April, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 13th February, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Through Bills of Lading issued for transport to Yokohama and other Japan Ports to San Francisco, to Atlantic and Indian Oceans, the United States, the Overland Railway, to Havana, Trinidad, and Demerara, and to Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-looks throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agents of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 3rd February, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.	
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION.)	
R.M.S. "TARTAR" 4,475 Tons. WEDNESDAY, 24th February.	
"EMPRESS OF JAPAN" 6,000 " WEDNESDAY, 9th March.	
"EMPRESS OF CHINA" 6,000 " WEDNESDAY, 23rd March.	
"ATHENIAN" 3,882 " WEDNESDAY, 6th April.	
"EMPRESS OF INDIA" 6,000 " WEDNESDAY, 20th April.	

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.

Steamers, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of the Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,

Hongkong, 10th February, 1904.

9, Pedder's Street.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
C. FERD. LAEISZ	HAVRE and HAMBURG.	20th Feb. Freight.
Sachs	(Calling at SINGAPORE and PENANG.)	
SITHONIA	HAVRE, BREMEN and HAMBURG.	2nd March. Freight.
Hildebrandt	(Calling at SINGAPORE and COLOMBO.)	
BATAVIA	HAVRE and HAMBURG.	6th March. Freight and Passengers.
Dempwolff	(Calling at SINGAPORE and COLOMBO.)	
SAMBIA	HAVRE and HAMBURG.	22nd March. Freight.
Luning	(Calling at SINGAPORE and PENANG.)	
ABESSINIA	HAVRE and HAMBURG.	5th April. Freight.
Filler	(Calling at SINGAPORE and COLOMBO.)	
SUEVIA	HAVRE and HAMBURG.	19th April. Freight.
Borch	(Calling at SINGAPORE and PENANG.)	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 9th February, 1904.

GO TO THE

KOWLOON HOTEL,
KOWLOON. J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,265 "	A. W. Dixon.
"HANKOW"	1,073 "	C. V. Lloyd.
"KINSHAN"	1,865 "	J. J. Lusius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5:30 P.M. and 7 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M., 2:30 P.M. and 5:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNG HAN"	1,908 tons	Captain W. E. Clarke.
------------------	------------	-----------------------

Departures from Hongkong to Macao on week days at 2 P.M. and on Sundays at 12:30 P.M. Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,79 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons, Captain B. Branch.

"NANNING" 569 " C. Butchart.

"TAK HING" 618 " R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 25th January, 1904

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUDDELL STREET,

HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA & MACASSAR	Second half of March	JAPAN	Second half of March
TJILATJAP	JAPAN	First half of March	STOPE & JAVA PORTS	First half of March
TJIMAH	JAVA & MACASSAR	Second half of February	JAPAN	Second half of February

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HOLLAND-CHINA TRADING CO.

Telephone No. 201,
Hongkong, 12th February, 1904.

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Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

[29]

WANTED.

SITUATION by a YOUNG EUROPEAN
with Bank Experience and a Good
Knowledge of English, French and Spanish
Languages.

Apply to—

"X.Y.Z."

C/o This Paper.

Hongkong, 1st February, 1904.

WANTED.

A SMALL FURNISHED FLAT or TWO
BEDROOMS with Private Ingress, by
Two Gentlemen.

Apply to—

"X.Y.Z."

C/o Hongkong Telegraph.

Hongkong, 9th February, 1904.

WANTED.

GOOD CLERK Wanted, European or
other.

Apply to—

ROBINSON PIANO CO., LD.

Hongkong, 10th February, 1904.

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TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.
PRICE \$1.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama Harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 508; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[16]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[12]

THE HONGKONG AND SHANGHAI
BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the
SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on
SATURDAY, the 20th day of FEBRUARY,
at NOON, for the purpose of receiving the
Report of the Court of Directors together with a
Statement of Accounts to 31st December,
1903.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 20th January, 1904.

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THE HONGKONG AND SHANGHAI
BANKING CORPORATION.

NOTICE is hereby given that the REG-
ISTER OF SHARES of the Corporation
will be CLOSED from SATURDAY,
the 6th to the 20th day of FEBRUARY, (both
days inclusive), during which period no Transfer
of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 29th January, 1904.

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HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY
ANNUAL MEETING of SHARE-
HOLDERS in the above Company, will be
held at the OFFICES of the Company, Pedder's
Street, on SATURDAY, the 5th day of MARCH,
1904, at 12 o'clock (NOON) to receive a State-
ment of Accounts to 31st December, 1903, and
the Report of the General Managers and to
elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 20th February to
the 5th March, both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 9th February, 1904.

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THE HONGKONG, CANTON & MACAO
STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 10% or
\$1.50 per Share, declared at the Ordinary
Half-Yearly Meeting of Shareholders, held
This Day, will be PAYABLE at THE
HONGKONG AND SHANGHAI BANKING COR-
PORATION, on and after MONDAY, the 8th
February, 1904.

Shareholders are requested to apply to the
Office of the Company for WARRANTS.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 6th February, 1904.

[225]

NOTICE.

THE SECOND ANNUAL SHOW of
FANCY and Other PIGEONS will be
held at the KOWLOON HOTEL on the 17th
and 18th FEBRUARY, 1904. This Show was
a great Success last year and was visited by
His Excellency the late Governor, Sir HENRY
BLAKE, Lady BLAKE and other local
nobles. Admission to the ground will be free.
So also all the Entries sent in. Prizes will
be given to the Best Birds of any kind. Entries
should be sent AT ONCE to the Hon. Secretary,
Mr. R. DAVID, Kowloon Hotel. All Exhibits
will be carefully looked after by experienced
Assistants.

Birds intended for Sale should have Prices
marked in Plain Figures and will be sold by
the Hon. Secretary.

The Entries are open to Chinese.

J. D. LOGAN,
Director.

R. DAVID,
Hon. Secretary.

Kowloon, 8th February, 1904.

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HONGKONG JOCKEY CLUB.

NOTICE.

FROM This Date and until after the 25th
FEBRUARY next HORSES and/or
PONIES not entered for the FORTHCOM-
ING RACES will not be allowed on the RACE
or TRAINING COURSE between the Hours of
6 and 8 A.M.

Members may exercise unentered Horses or
Ponies after 8 A.M. on the Training Course.

By Order,

T. F. HOUGH,
Clerk of the Course.

Hongkong, 18th January, 1904.

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THE REGISTRATION OF TRADE
MARKS ORDINANCE, 1898.APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that A. G.
SPALDING & BROTHERS of 15,
Beckman Street, New York, U.S.A., have the
9th day of November, 1903, applied for the
Registration, in Hongkong, in the Register of Trade
Marks, of the following TRADE MARK:—The
device of a globe horizontally across which
is the name "Spalding," the first and last
letters being in larger type than the others
which gradually decrease as they approach the
center, in the name of A. G. Spalding and
Brothers who claim to be the proprietors thereof.
The Trade Mark has been used by the
applicants in respect of the following goods:—
All articles included in class 49, including
Games and Appliances for Exercises and
Games, Base Ball, Cricket, Football, Lawn
Tennis, Gymnastic Appliances (but not in-
cluding any article of which the device con-
stituting the essential particular is a representa-
tion) in class 49. A facsimile of the Trade
Mark can be seen at the Office of the Colonial
Secretary of Hongkong.

Dated the 12th day of January, 1904.

DENNYS & BOWLEY,
Solicitors for the Applicant.

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HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING
of SHAREHOLDERS will be held in
the Offices of the Company, Queen's Buildings,
New Praya, on MONDAY, the 22nd February,
1904, at 12 o'clock Noon, for the purpose of
receiving the report of the Directors and the
Statement of Accounts to the 3

JAPAN'S NAVY.

A CHILD OF THE BRITISH FLEET.

At the present moment interest centres in the Navy of Japan. She has built a complete fleet since her struggle with China only nine years ago, and greatly improved her organisation, which was then good. All the armoured ships, except the Yakumo and Adzumo, were built in England, and many of the other ships are also of English origin. In fact, the Japanese Fleet has been largely moulded on the British model by British officers. It is the child of Great Britain. When the people first awoke to the meaning of sea-power, they realised that they were situated in the Far East much as Great Britain is in the Far West; that both countries must make their fleets their first line of defence. As far back as the seventies the British Admiralty was approached, with the result that a mission was sent out from England to lay the foundation of the naval organisation on which Japan has built. Vice-Admiral Sir Archibald (then Commander) Douglas and a number of other officers of the British Navy had a hand in this early work, and as recently to the Japanese Government as naval adviser, and later Captain E. T. C. Troubridge, R.N., has been attached to the British Legation at Tokio, and has no doubt given advice and assistance. These youngest children of civilisation chose the British Navy as their model, because they had faith in it, and in order that their future officers might see how English ships were managed a number of cadets were sent to sea in British men-of-war, and studied in the naval establishments of this country. Nothing that could be done to give the officers of the Japanese fleet an inside knowledge of British methods was omitted, and even to-day two Japanese officers are serving in British men-of-war, one in the Mars and the other in the Royal Sovereign.

During these years, when an experienced staff was laying the foundation of an organisation in Japan, and Japanese officers were at sea in British ships, a truer conception of these small but intelligent people was obtained. Subsequent experience has fully confirmed the high opinion formed in these early years. The officers are quick, good disciplinarians, and keenly devoted to the scientific side of warfare, including gunnery and the torpedo. The Japanese have always had a love of the sea, and this is reflected on board the modern fleet as surely as in the old days of quaint sailing ships. The men, like their officers, have shown courage, powers of endurance, and a high order of intelligence. Throughout the war with China, all the crews behaved admirably. The world rang with their prowess, and no doubt in any conflict in the future they will achieve yet greater distinction.

Appended is a complete list of the men-of-war which belong to this, the youngest of the Great Powers, and the ally in the Far East of Great Britain. All the first-class battleships and a large number of cruisers and torpedo craft have already been mobilised, and are at sea under the supreme command of Vice-Admiral Togo, Japan's "Fighting Admiral," as he is styled. The ships completed for sea since the Sino-Japanese War are indicated by an asterisk.

[List has been already given, so far as concerns chief fighting ships.—Ed., S. F. P.]

Such is the fleet which Japan has at her command, almost all its more important units having been built since her struggle with China, and paid for largely out of the indemnity she then received. It will be seen that the country possesses twelve first-class modern armoured ships, six being battleships, and six large cruisers—in fact, battleships in disguise. Ten of these men-of-war were constructed in England, and only two abroad—one in Germany and the other in France. In torpedo craft Japan has a great numerical superiority over all the Powers represented in the Far East, and along the much-indented coasts of Korea, as well as in the protection of her own territory, she has ample scope for successful operations.

Probably no British officer has studied the Japanese fleet for so many years, and with such care, as Vice-Admiral Penrose Fitzgerald. He was with Lord Elgin in 1898 when the British Envoy presented the Shogun, the ruler at that time, with the first steam vessel possessed by Japan, a small yacht called the "Empress," which was a personal present from Queen Victoria. Admiral Fitzgerald also visited the country in later years—he was there in 1899—and his opinion of the personnel of the fleet has a peculiar interest, since it expresses the views of one who knows what efficient crews should be. First, referring to the war with China:

The blockade of Wei-Hai-Wei during a winter of Arctic severity showed a tenacity of purpose, a patriotic devotion to duty, and an utter disregard for hardships and fatigue which are unsurpassed in any naval records I have read. As an instance of the pluck and determination shown by the Japanese navy on this occasion, it may be mentioned that a lieutenant in command of one of the torpedo-boats was frozen to death at his post; and there were many other episodes during the war which showed with what heroic contempt for the terrible hardships of a winter campaign in North China the Japanese naval officers and men were animated. The pluck and hardihood are, no doubt, inherent in this race of these sturdy warriors; but all the dash, courage, and endurance in the world will not enable men to work modern warships and torpedo-boats without previous training and experience; and it was in recognising this fact that the Japanese statesmen showed a wisdom and foresight which could scarcely have been expected of men with their antecedents.

It has often been said that the Japanese are mere imitators of European methods; that they have no initiative, and can only imitate up to a certain point, at which they stop and go no further. It is quite possible that during the early stages of the development of the country, and the first contact with European ideas

and methods this may have been true; but that was before they understood the reasons for the numerous innovations they were asked to adopt. They copied first and found out the reason afterwards, which seems to be quite the right way to learn a new language—learn to speak first, and then study the grammar afterwards. However this may be, it is quite certain that they are now a long way past the imitative stage, and in some matters they appear to have improved upon the methods of their instructors.

With further reference to the personnel, Admiral Fitzgerald states:—
The first thing that strikes one is the immense earnestness of officers and men, a determination to excel, regardless of trouble and in spite of occasional mishaps. There is no shilly-shallying, no dilatoriness, whatever they do they seem to do with all their hearts and as if they liked it. The pay of both officers and men is very small compared with that of other nations but they appear to be thoroughly well-contented.

Japan has built up her navy with the assistance of Great Britain, but to-day she stands alone. Before the war with China the fleet was regarded with some distrust by the majority of the people, but the prowess which officers and men then displayed raised enthusiasm for the fleet to a high point. The impatience which has been shown in Japan during the long-delayed negotiations is largely the outcome of this new pride in the navy; everyone in Japan believes that, even against so great a Power as Russia, officers and men will be able to give a good account of themselves. The training of the younger officers, in particular, in their warlike duties has been of the most thorough kind; they live for the navy, and all other interests are far away in the back ground. These products of the newest system of training feel that they have at their head officers, who, if they are not of their own high scientific standing, are experienced in the actual conditions of warfare, are no mean strategists and tacticians, and have had ample opportunities for handling great fleets.

Intimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best. "THREE YEARS" guarantee given to every purchaser.
10, QUEEN'S ROAD, Watson's Building.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

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EXCHANGE LINES, 100 Per Annum. PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK. INCLUDING:—

BATTERIES,

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PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—1, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to:

W. STUART HARRISON,

A.M. INST. C.E.,

Manager.

Hongkong, 2nd April, 1903.

Intimations.

OWNERS OF HOUSES situated in the Eastern Division of the City of Victoria and in the Eastern Division of Kowloon are hereby notified that under No. 5 of the Domestic Cleanliness and Ventilation By-laws any Domestic Building or part of such Building which is occupied by members of more than one family shall, unless specially exempted by the Board, be LIMEWASHED and CLEANSED throughout to the satisfaction of the Board during the months of JANUARY and FEBRUARY.

NOTE:—The Boundaries of the above Districts have been ALTERED and are now as follows:—
THE EASTERN DIVISION OF THE CITY IS BOUNDED ON THE WEST BY GRAHAM STREET AND ENDICOTT STREET.

The Eastern Division of Kowloon is bounded on the West by Robinson Road and a Straight Line drawn from the North end thereof through the Yau-mai reservoir to the Northern boundary of Kowloon.

By Order, G. A. WOODCOCK, Secretary.

Sanitary Board Office, 4th January, 1904.

JURY LIST 1904.

NOTICE is hereby given that PURSUANT TO THE PROVISIONS OF THE JURY CONSOLIDATION ORDINANCE, 1887, I have This Day caused to be posted, at the Chief Entrance to the Court House, a List of all Persons ascertained by me to be liable to serve as JURORS.

The said List will remain so posted until THURSDAY, 18th instant, in Order that any Person may apply by Notice in writing to me requiring that his Name or the Name of some other Person may be respectively either added to or struck off from the said List, upon cause to be duly assigned in such Notice.

ARATHOON SETH, Acting Registrar.

Supreme Court House, Hongkong, 3rd February, 1904.

TO NEWSPIAPER MEN.

FOR SALE.

AS a going concern "THE SHANGHAI DAILY PRESS," together with the Book-binding and General Printing Business carried on in connection therewith.

For Particulars, apply to J. M. GUEDES, "Shanghai Daily Press" Office, Shanghai, 8th February, 1904.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 25 lbs. net \$2.85 ex Factory.

SHAWAN, FOWES & CO., General Managers.

Hongkong, 15th August, 1903.

THE ROBINSON PIANO CO. LTD.

HONGKONG, SHANGHAI, SINGAPORE.

CABIN PIANOS

AND

BABY ORGANS

GUARANTEED FOR CLIMATE.

THE NEWEST

RAG TIME

MUSIC and BOOKS.

VICTOR

TALKING

MACHINES

ABSOLUTE REPRODUCTION OF THE

HUMAN VOICE

SHIPS PIANO

PLAYERS

\$450

CASH OR CREDIT

Hongkong, 6th January, 1904.

TSU FAN

DENTIST.

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary, 10, Queen's Road, Central.

Hongkong, 5th January, 1904.

Auction.

Action No. 143 of 1903.

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

PUBLIC AUCTION.

PURSUANT to an Order of the Supreme Court made in this Action and with the Approval of ARATHOON SETH, Esq., Acting Registrar,

THE FOLLOWING VALUABLE LEASEHOLD PROPERTY, situate at WANCHAI to be Sold by PUBLIC AUCTION, TO-MORROW

(SATURDAY), the 13th Day of February, 1904, at 12 o'clock Noon, on the Premises, by MESSRS. HUGHES & HOUGH, Auctioneers.

The Property is registered in the Land Office as Section D of Island Lot No. 429 with the Messuage and Buildings thereon known as No. 7, Albany Street and held from the Crown for the Residue of the Term of 999 years. Annual apportioned Crown Rent \$143.

For further Particulars and Conditions of Sale, apply to EWENS & HARSTON, Solicitors.

Hongkong, 12th February, 1904.

Notice of Firm.

NOTICE.

NOTICE is hereby given that THE INTERNATIONAL BANKING CORPORATION have, as from the NINTH DAY OF FEBRUARY, 1904, taken over the Business of the EASTERN BRANCHES OF THE GUARANTY TRUST COMPANY OF NEW YORK being the Businesses carried on by the latter Company in HONGKONG, SHANGHAI and MANILA and that, as from the said NINTH DAY OF FEBRUARY, 1904, THE INTERNATIONAL BANKING CORPORATION will be responsible for and will duly meet and liquidate all the Outstanding Obligations of the Eastern Branches of The Guaranty Trust Company of New York, including the Branch Business heretofore carried on in Hongkong.

FOR THE INTERNATIONAL BANKING CORPORATION, CHAS. R. SCOTT, Manager.

FOR THE GUARANTY TRUST COMPANY OF NEW YORK, E. F. GROS, Manager.

Hongkong, 8th February, 1904.

Hotel.

KING EDWARD

HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the MANAGER.

Hongkong, 22nd October, 1903.

To be Let.

TO LET,

NO. 6, BARROW TERRACE, KOWLOON. Available 1st March.

Apply to—THE SAM WANG CO., LD.

Hongkong, 5th February, 1904.

TO LET,

GOOD FOR EUROPEAN OFFICES.

NOS. 38, 40, QUEEN'S ROAD CENTRAL, 1st, 2nd, 3rd and 4th Floors, above Messrs. Levy Hermanos.

Possession at the end of March, 1904.

A Lift is to be constructed there.

Apply to—KIN ON, Agent.

No. 30, D'Almeida Street.

Hongkong, 29th January, 1904.

F. BLACKHEAD & CO.,

SHIPCHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

16, DES VOUX ROAD CENTRAL, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAUPT'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIWLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 17th December, 1903.

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR TRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA"

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 13th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 12th February, 1904.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers, Tons, Captains, 1904

Olympia..... 2,837 A. Dixon..... Feb. 13

Shawmut..... 9,606 W. M. Smith..... Feb. 19

Tacoma..... 2,812 M. Ridley..... Feb. 26

Victoria..... 3,501 J. Truebridge..... Mar. 16

Tremont..... 9,606 T. W. Garlick..... Mar. 23

Olympia..... 2,837 A. Dixon..... April 27

Steamers marked (*) have no second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 5th February, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 23rd February, 1904, at 1 P.M., the Company's Steamship "YARRA" Captain Sellier, with Mails, Passengers, Specie and Cargo will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 22nd instant, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 11th February, 1904.

For Sale.

FOR SALE.

INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO., 15, Lyndhurst Terrace.

Hongkong, 17th November, 1903.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BORNEO"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 12th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 6th

to British jurisdiction, from which any vessel of the other belligerent (whether the same shall be a ship of war or a merchant ship) shall have previously departed, until after the expiration of at least twenty-four hours from the departure of such last-mentioned vessel beyond the territorial jurisdiction of His Majesty.

2. If any ship of war of either belligerent shall, after the time when this Order shall be first notified and put in force in the United Kingdom, the Isle of Man, and the Channel Islands and in His Majesty's dominions beyond the seas, respectively, enter any port, roadstead, or waters belonging to His Majesty, either in the United Kingdom, the Isle of Man, or the Channel Islands, or in any of His Majesty's dominions beyond the seas, such vessel shall be required to depart and to put to sea within twenty-four hours after her entrance into such port, roadstead, or waters, except in case of stress of weather, or of her requiring provisions or things necessary for the subsistence of her crew, or repairs in either of which cases the authorities of the port, or of the nearest port (as the case may be), shall require her to put to sea as soon as possible after the expiration of such period of twenty-four hours, without permitting her to take in supplies beyond what may be necessary for her immediate use; and no such vessel which may have been allowed to remain within British waters for the purpose of repair shall continue in any such port, roadstead, or waters, for a longer period than twenty-four hours after her necessary repairs shall have been completed. Provided, nevertheless, that in all cases in which there shall be any vessel (whether ship of war or merchant ship) of the said belligerent parties in the said port, roadstead, or waters within the territorial jurisdiction of His Majesty, there shall be an interval of not less than twenty-four hours between the departure therefrom of any such vessel (whether a ship of war or merchant ship) of the one belligerent, and the subsequent departure therefrom of any ship of war of the other belligerent; and the time hereby limited for the departure of such ships of war in respectively shall always, in case of necessity be extended as far as may be requisite for giving effect to this proviso, but no further or otherwise.

3. No ship of war of either belligerent shall hereafter be permitted, while in any port, roadstead, or waters subject to the territorial jurisdiction of His Majesty, to take in any supplies, except provisions and such other things as may be requisite for the subsistence of her crew, and except so much coal only as may be sufficient to carry such vessel to the nearest port of her own country, or to some nearer destination, and no coal shall again be supplied to any such ship of war in the same or any other port, roadstead, or waters subject to the territorial jurisdiction of His Majesty, without special permission, until after the expiration of three months from the time when such coal may have been last supplied to her within British waters as aforesaid.

4. Armed ships of either party are interdicted from carrying prizes made by them into the ports, harbours, roadsteads, or waters, of the United Kingdom, the Isle of Man, the Channel Islands, or any of His Majesty's dominions beyond the seas.

By His Excellency the Commandant,
A. M. THOMSON,
Acting Colonial Secretary.
GOD SAVE THE KING.

THE FIGHT AT CHEMULPO.

FURTHER DETAILS.
We are indebted to the courtesy of the Naval Authorities for communication of the following telegram, received from Admiral Sir Cyprian Bridge at 6.30 yesterday evening:—"H.M.S. *Talbot*, S.M.S. *Elba* and the French second-class cruiser *Pascal* have on board the crews of the *Varyag* and the *Koriet*. One hundred and fifty of them, many wounded, are on board H.M.S. *Talbot*. I have ordered that the wounded Russians on the *Talbot* are not to be handed over to anyone except at their own request or by my orders."

JAPANESE CRUISERS ACTIVE.

News has also been received that the Japanese cruiser squadron has been actively scouring the sea in search of Russian vessels and mention is made of the capture of the cruiser *Rosita*, the *Nikaterinslaw* of the Volunteer Fleet, the *Mukden* and the *Argon* of the Chinese Eastern Railway Co., and the *Alexander* of Pacific Whaling and Fishery Co.'s fleet. This news, however, lacks confirmation.

The *Rosita* is a four-funnelled armoured cruiser; one of the biggest afloat, with a displacement, 12,130; length, 480ft.; beam, 63ft.; draught, 26ft.; i.h.p., 14,500; Belleville boilers; built at St. Petersburg; launched 1896; completed 1898. Armament: four 8-inch guns, sixteen 6-inch guns, twelve 3-inch guns, thirty-six small quick-firing and machine guns; five torpedo tubes; speed, 20 knots; complement, 125. She is a sister ship to the *Rurik*.

The *Nikaterinslaw* is a three-deck, steel, twin screw steamer of the Russian Volunteer Fleet Association, used as an auxiliary cruiser. Displacement, 10,500 tons; length, 440ft.; beam, 49ft.; draught, 24ft.; i.h.p., 3,200; built in 1896 by Hawthorn, Leslie and Co. Ltd., Newcastle; speed, 12 knots; registered at Odessa under the Russian flag.

The *Mukden* is a steel screw steamer of the Chinese Eastern Railway Company's fleet, registered tonnage, 2,119; A.L. Lloyd's; built in 1901 at Kootsk, registered at Vladivostok under the Russian flag.

The *Argon* is a steel, twin-screw steamer of the Chinese Eastern Railway Company's fleet, registered tonnage, 2,119; A.L. Lloyd's; built in 1901 at Kootsk, registered at Vladivostok under the Russian flag.

The *Alexander* is a one-deck, steel, screw steamer of 261 registered tonnage of the Pacific Whaling and Fishery Joint-Stock Company, of Count H.H. Keyserling and Co., 100 Ar. at Lloyd's; built by J. Shearing and Co., of Glasgow, in 1900; registered at Vladivostok under the Russian flag.

FRENCH MAIL.

We understand that the Messageries Maritimes s.s. *Yarra*, which is due to leave here for Europe on the 23rd inst., will not take any saloon passengers from Hongkong owing to all the cabins being engaged. We learn from the North that Baron Rosen, the Russian Ambassador at Tokio, who left Yokohama on the steamer to-day, engaged no less than fifteen cabins.

TELEGRAMS TO THE NORTH.

The whole cable traffic between Hongkong and Shanghai, which, at present, is abnormally heavy, being thrown on to the Great Northern Telegraph Company's cable in consequence of the interruption of the Eastern Extension Company's cable between Hongkong and Fochow, there is heavy delay on the above telegrams. Mr. Olaf Nielsen notifies that during interruption of the Sharp Peak-Formosa cable, the only available route for Formosa telegrams is via Great Northern Nagasaki cables at rate of \$1.40 per word.

THE CHINESE FORCES IN THE NORTH.

According to data received from reliable sources in the North, there is reason to believe that in Heilongjiang province (Amur or Northern Manchuria) the Chinese Government has about 1,500 well-armed fighting men who have seen more or less active service, one-half of whom are mounted troops. In Kirin province or Central Manchuria are 8,000 good troops who can be relied upon and who are all well-armed, while in Lower Manchuria, or eastern province, there are only 5,000 modern-armed troops, or a total of only 24,000 well-armed and reliable troops in the whole of Manchuria. Besides the above there are what are called "Tuan-hen" or militia-men, who occupy the villages and country of Manchuria. These there are no less than 40,000. More than one-half possess serviceable rifles and enough ammunition for a year. These arms are hidden away from the sight of the Russians who are only allowed to see a number of old muskets of the "Brown Bess" pattern, when a demand for hidden arms is made on the Chinese. As a matter of fact there are plenty of good firearms of modern pattern in Manchuria which will be taken out of their hiding-places when the time of action approaches. As witness the mounted bandits who one day appear fully armed against Russian patrols and on the next seem to be innocent and harmless hired men working in the farms. So bitterly are the Russians hated that the moment Japanese armies enter Manchuria the population will rise en masse against their Muscovite taskmasters and welcome the Japanese with open arms. In Chihli, under General Ma Yu-kun, Commander-in-chief of that province, there are at least 3,000 reliable troops amongst whose officers the Chinese are said to be no less than one hundred and thirty Japanese of all ranks and allied like Chinese officers. Viceroy Yuan Shih-k'ai has under him now something like 50,000 troops of all arms. Of this number 15,000 were raised at the time Russia failed to evacuate Manchuria according to treaty, while 20,000 more are being recruited in Shantung, Honan, and the Liangkang provinces and may be expected in Chihli province by the end of March next. Viceroy Yuan Shih-k'ai is said to have enough ammunition for one year for all of the troops enumerated above, and at a pinch can similarly arm and provide the necessary ammunition for another 20,000 men. Taking the whole into account, in the event of war, China has about 100,000 well-armed men in the North, which if judiciously used will be able to assist Japan materially in Manchuria.—N. C. D. News.

The C. E. R. S. *Manchuria* left Shanghai on 7th inst. for Dalny with all her five boilers at work and a full supply of coal in her bunkers. With her full boiler power she can make 10 knots, and there are few men-of-war that can catch her.

From the *Chefoo Express* of the 30th ult., we learn that there were 25 war correspondents at Port Arthur.

The larger part of the U. S. naval squadron is expected at Chefoo this month.

The Russian fleet at Port Arthur at the end of last month comprised 8 battleships, 5 cruisers, 31 smaller craft, and a number of Volunteer ships.

It is rumoured, says the *Yorodzu*, that in case war is declared Marquis Yamagata and Viscount Admiral Kabayama will be appointed Commanders-in-Chief of the Army and Navy respectively.

The journalists of Shimonoseki and Meiji have sent in a joint petition to the Kokura Court for permission to purchase the camera, which was taken from Mr. J. London, the American war correspondent. The journalists intend to restore the apparatus to Mr. London as a token of their sympathy and regret that such an unpleasant incident should have taken place.

Mr. Bonnet Burleigh, correspondent of the *Daily Telegraph*, left Tokio for Korea yesterday evening.

A *Yiji* telegram says the Russian authorities have placed a contract with Messrs. Clarkson & Co. at Port Arthur for 20,000 tons of Kaiping coal, the shipment of which was to be commenced on 2nd inst. at Ching-wang-tao. The Russian authorities have also been negotiating for the purchase of 30,000 tons more, and this is expected to be shipped in a few days. Messrs. Clarkson & Co. are said to be purchasing some 20,000 tons of Japanese coal stored by Messrs. Bush Brothers at Newchwang.

SHIPPING AND MAILS.

MAILS DUE.
English (*Balwarat*) 13th inst.
Canadian (*Empress of Japan*) 15th inst.
Indian (*Namsang*) 16th inst.
German (*Gera*) 16th inst.
German (*Roon*) 16th inst.
American (*Korea*) 1st prox.
American (*Gaelic*) 1st prox.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Kobe at 4.30 p.m., on 10th inst., and left again at 11 p.m., same day, via Nagasaki for Shanghai where she is due to arrive at midnight on 14th inst.

The S.S. ex C. P. R. Co.'s s.s. *Empress of China* which left Hongkong on 13th ult., and Yokohama on 22nd ult., arrived at New York on 11th inst., thus making a transit of 29 days from Hongkong and 30 days from Yokohama.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

HALL & HOLTZ'S PREMISES

DESTROYED BY FIRE.

(From a Correspondent.)

SHANGHAI, 11th February.
5.40 p.m.

The premises of Messrs. Hall and Holtz, Limited, upholsterers and general merchants, have been completely gutted by fire.

(Reuter's.)

The War.

LONDON, 10th February.
A Paris telegram from St. Petersburg says that the *Pallada* has been sunk and the *Retvisan* and *Tsarevitch* seriously damaged.

The United States and the War.
Mr. Hay has addressed a Note to the Powers asking if they are willing to join in a notice to Russia and Japan that, during hostilities and thereafter, the neutrality and integrity of China must be recognised.

The War.

France has assumed the protection of Russians in Japan.

Patriotic demonstrations took place in St. Petersburg and elsewhere in Russia on Tuesday, but yesterday's news from Port Arthur caused an immense sensation and the populace was amazed at Japan attacking Russia before declaring war. The streets of St. Petersburg were thronged with an excited crowd and a Court ball was abandoned.

(Japanese Exchange.)

England's Attitude.

LONDON, 3rd February.
The *Times* believes that the military element is vetting the upper hand in St. Petersburg. The Russian semi-official organs have announced that the Russian fleet at Vladivostok have made arrangements for departure from that port. All inflammable material has been removed from the decks of the vessels.

The English press urges the Government to assume a strong attitude in view of protecting the interests of Great Britain and Japan.

Strong Attitude of U. S.

LONDON, 3rd February.
A Washington despatch states that the American Government have forwarded a Note to Russia, insisting that the integrity of China shall be maintained, and asking when the evacuation of Manchuria will be carried out.

The Port Arthur Squadron.
EXCITEMENT IN COREA.
Chefoo, 3rd February.
Six battleships, six cruisers and two torpedo tenders left Port Arthur this morning. Their destination is unknown.

Seoul, 4th February.
The Korean Court is astounded at the news to the effect that 7,000 (or 8,000) Russian soldiers left Port Arthur recently for the Yalu and that the Russian squadron at the same time left the port.

Chemulpo, 4th February.
A certain quarter in Chemulpo has received a report that the Russian squadron at Port Arthur left for Chemulpo yesterday evening, and considerable excitement has consequently ensued.

Chemulpo, 4th February.
6,000 Russians, who left for the Yalu, are gradually coming to Korean territory, crossing over the river. The Russian squadron at Port Arthur left for Chemulpo yesterday. The Russian warships have not arrived here yet; but it is expected that Seoul and Chemulpo will be blockaded by the Russians immediately war breaks out.

Seoul, 4th February.
Six companies of Russian soldiers who have been stationed at Liaoyang have left for the Yalu and the Russian squadron is escorting transports carrying troops. It is suspected that the Russian soldiers employed by Corea under a secret treaty are on board these transports.

The condition of affairs in Seoul is considerably disturbed. The Russian authorities are busy exchanging calls with the Court officials and their movements are occasioning much remark.

(N. C. D. News.)

Japanese Ministers in Council.

TOKIO, 6th February.
There has been an extraordinary meeting of the Cabinet to-day lasting five hours.

Before the meeting, the Premier and the Ministers of War and the Navy conferred with the Presidents of the Military and Naval Staffs, who were subsequently received in audience by the Emperor.

The local Governors have been summoned to come to the capital on the 10th instant.

Alarm and Excursions in Corea.

TOKIO, 6th February.
The Korean Court is in a state of considerable perturbation. The Emperor's bodyguard has been increased, the palace gates are fortified, and soldiers are patrolling the streets.

The natives of Seoul are preparing for flight.

The Recall of Mr. Kurino.

TOKIO, 6th February.
(Delayed in Japan.)
Mr. Kurino, Japanese Minister to Russia, takes the Berlin route.

The Departure of Baron Rosen.

Kobe, February 7th.
Baron Rosen leaves on the 12th instant, after being received in audience by the Emperor on the 11th.

The Rescue of the Japanese Colony at Vladivostok.

Kobe, February 7th.
The steamer *Afridi*, chartered by the N.Y.K., has arrived at Tsuruga on the north coast of Japan, with three thousand Japanese from Vladivostok.

War News from Newchwang.

Tientsin, February 7th.
The Japanese Consul at Newchwang has been ordered to proceed to Tientsin, and also to instruct all Japanese to quit Manchuria and Port Arthur.

The European families are leaving Newchwang.

The Russians have purchased the entire stock of coal at Newchwang.

The Russian Legation Guard at Peking.

Tientsin, February 7th.
Fifty Russians proceeded to Peking to-day from Chinchow.

Japan's Manifesto.

TOKIO, 7th February.
The Japanese Government is now taking independent action; the reason why Japan does so ought to be fully known to Russia.

Baron Rosen called on Baron Komura this afternoon; but this does not imply the receipt of the Russian answer.

Since the presentation of her final warning on the 13th of January, Japan has made six demands on Russia for a prompt answer, but in vain.

The arrival or non-arrival now of Russia's reply cannot affect Japan's attitude, especially after Russia's insincerity, which is fully borne out by the large force of Russian troops now pressing on to the Korean border.

It is only left for Japan now to safeguard her proper rights and interests, and to accept Russia's challenge boldly and manfully.

Peking.

Tientsin, 8th February.
A Russian force is reported to be at Kalgan. Chinese troops are flocking to Peking.

There is great excitement amongst the Chinese.

The Japanese Legation is preparing to receive reinforcements.

The movements of the Court suggest that the Empress Dowager is mediating flight.

(N. D. Lloyd.)

Russia and Japan.

RUSSIA'S NOTE.

Berlin, 6th February.
Russian Commercial Telegraph Bureau in Berlin reports that Baron Rosen, the Russian Minister at Tokio, received to-day from Viceroy Alexieff the Russian Note and all instructions in regard to its delivery to the Japanese Government. The note is couched in the most peaceful terms. It is expected that it will be delivered to-day in Tokio. Strong hope prevails in St. Petersburg that Japan will accept the conditions contained therein.

Trouble in South-west Africa.

The Heerros have murdered Mr. Ganzhorn and Mr. Lutsch, two Government officials.

Sale of Consols.

Russia has sold to a consortium seventy millions three per-cent consols.

COMMERCIAL.

The week's Quotations close as follows:—

Banks	...	\$40 s. 6d.
Hongkong Bank	...	\$30 s. 6d.
H. C. and M. Steamships	...	\$28 s.
Douglas	...	\$35 s.
Indos	...	\$8 s.
China Sugars	...	\$106 b.
Docks	...	\$207 b.
Wharves	...	\$95 b.
Farnham	...	Tls. 130
Hongkong Land	...	\$150 s.
Hongkong Hotels	...	\$146 s.
Humphreys Estate	...	\$1060 s.
Laou-kung-mow	...	Tls. 37 s.
Green Islands	...	\$25 s.
A. S. Watson	...	\$14 s.
Ropes	...	\$135 ex div. s.
Ices	...	\$228 ex div. s.
Tebrau	...	\$1 s.
China Provident	...	\$9 s.
Watkins	...	\$7 s. 6d.

Shanghai advices, dated 8th inst., report business done:—Shanghai Tugs at Tls. 44 "Pref." and Tls. 47 "Ord." Indo-China at Tls. 58/59/58 for March, and Tls. 59/60 for April. Farnham Boyds at Tls. 127 1/2 cash, Tls. 128 1/2 for February and Tls. 130 for March. Maatschappij at Tls. 300/305/302 1/2 cash, Tls. 310 for March and Tls. 315/311 1/2/312 1/2 for April. Gas Co. at Tls. 124 1/2. Hall and Holtz at \$33.

SHANGHAI SHARE REPORT.

The following résumé of the week's share transactions is from Messrs. J. A. Sullivan and Co.'s report, published on the 6th February.

The alternate hopes and fears of peace or war are influencing prices especially so in Indo-China, which have risen over 10 per cent. since the opening of the year, owing to rumours that important charters have been made with the Japanese Government. Langkats are firmer for cash and time in anticipation of the annual report. Farnham are quieter at the close but there is little doing in other stocks. Money is easier among the natives, but they are unwilling lenders on shares as security. London exchange is quoted to-day 2/6 1/2. Consols 88 1/2. From Hongkong the rate charged for 3 days' paper is unchanged from last week's rate 7 1/4. From this to Hongkong 7 1/4 is quoted.

Wharves—Shanghai and Hongkew Wharf shares are reported sold at Tls. 198 for this month's settlement and at Tls. 204 for March. There are buyers for cash at Tls. 200.

Shipping—Indo-China have steadily improved during the week and cash transactions have been done at Tls. 51 1/2, Tls. 53 and Tls. 55. For March sales at Tls. 53 1/2, Tls. 54 1/2, Tls. 55 1/2, Tls. 56 1/2 are announced. April at Tls. 56 and May at Tls. 58 1/2. Douglas Steamships have improved in Hongkong to \$12 1/2. Shells have changed hands at £1.30. Tug and Lighters have been sold at Tls. 46 for ordinary and Tls. 43 for preference shares.

Docks—Farnham Boyds have changed hands at Tls. 126 for cash and settlement at Tls. 127. For March Tls. 130, 128. April sales are published at Tls. 131, 132, Tls. 133, 131, Tls. 133, 132, 130. A speculative sale has been reported for July at Tls. 137, but not many dealers care to operate so far forward. Hongkong have buyers at \$200.

Mining—Chinese Engineering and Mining shares have changed ownership at Tls. 6.50 and are wanted.

Tobaccos—The Sumatra Tobacco Co. has declared a final dividend of 15 per cent. making in all 30 per cent. for last year. Shares have had attention at Tls. 52. Langkats cash transactions are reported at Tls. 29 1/2, Tls. 29 1/2, Tls. 29 1/2, Tls. 30, Tls. 31, Tls. 31 1/2, Tls. 31 1/2, Tls. 32, Tls. 32 1/2, Tls. 32 1/2, Tls. 33, Tls. 33 1/2, Tls. 33 1/2, Tls. 34, Tls. 34 1/2, Tls. 34 1/2, Tls. 35, Tls. 35 1/2, Tls. 35 1/2, Tls. 36, Tls. 36 1/2, Tls. 36 1/2, Tls. 37, Tls. 37 1/2, Tls. 37 1/2, Tls. 38, Tls. 38 1/2, Tls. 38 1/2, Tls. 39, Tls. 39 1/2, Tls. 39 1/2, Tls. 40, Tls. 40 1/2, Tls. 40 1/2, Tls. 41, Tls. 41 1/2, Tls. 41 1/2, Tls. 42, Tls. 42 1/2, Tls. 42 1/2, Tls. 43, Tls. 43 1/2, Tls. 43 1/2, Tls. 44, Tls. 44 1/2, Tls. 44 1/2, Tls. 45, Tls. 45 1/2, Tls. 45 1/2, Tls. 46, Tls. 46 1/2, Tls. 46 1/2, Tls. 47, Tls. 47 1/2, Tls. 47 1/2, Tls. 48, Tls. 48 1/2, Tls. 48 1/2, Tls. 49, Tls. 49 1/2, Tls. 49 1/2, Tls. 50, Tls. 50 1/2, Tls. 50 1/2, Tls. 51, Tls. 51 1/2, Tls. 51 1/2, Tls. 52, Tls. 52 1/2, Tls. 52 1/2, Tls. 53, Tls. 53 1/2, Tls. 53 1/2, Tls. 54, Tls. 54 1/2, Tls. 54 1/2, Tls. 55, Tls. 55 1/2, Tls. 55 1/2, Tls. 56, Tls. 56 1/2, Tls. 56 1/2, Tls. 57, Tls. 57 1/2, Tls. 57 1/2, Tls. 58, Tls. 58 1/2, Tls. 58 1/2, Tls. 59, Tls. 59 1/2, Tls. 59 1/2, Tls. 60, Tls. 60 1/2, Tls. 60 1/2, Tls. 61, Tls. 61 1/2, Tls. 61 1/2, Tls. 62, Tls. 62 1/2, Tls. 62 1/2, Tls. 63, Tls. 63 1/2, Tls. 63 1/2, Tls. 64, Tls. 64 1/2, Tls. 64 1/2, Tls. 65, Tls. 65 1/2, Tls. 65 1/2, Tls. 66, Tls. 66 1/2, Tls. 66 1/2, Tls. 67, Tls. 67 1/2, Tls. 67 1/2, Tls. 68, Tls. 68 1/2, Tls. 68 1/2, Tls. 69, Tls. 69 1/2, Tls. 69 1/2, Tls. 70, Tls. 70 1/2, Tls. 70 1/2, Tls. 71, Tls. 71 1/2, Tls. 71 1/2, Tls. 72, Tls. 72 1/2, Tls. 72 1/2, Tls. 73, Tls. 73 1/2, Tls. 73 1/2, Tls. 74, Tls. 74 1/2, Tls. 74 1/2, Tls. 75, Tls. 75 1/2, Tls. 75 1/2, Tls. 76, Tls. 76 1/2, Tls. 76 1/2, Tls. 77, Tls. 77 1/2, Tls. 77 1/2, Tls. 78, Tls. 78 1/2, Tls. 78 1/2, Tls. 79, Tls. 79 1/2, Tls. 79 1/2, Tls. 80, Tls. 80 1/2, Tls. 80 1/2, Tls. 81, Tls. 81 1/2, Tls. 81 1/2, Tls. 82, Tls. 82 1/2, Tls. 82 1/2, Tls. 83, Tls. 83 1/2, Tls. 83 1/2, Tls. 84, Tls. 84 1/2, Tls. 84 1/2, Tls. 85, Tls. 85 1/2, Tls. 85 1/2, Tls. 86, Tls. 86 1/2, Tls. 86 1/2, Tls. 87, Tls. 87 1/2, Tls. 87 1/2, Tls. 88, Tls. 88 1/2, Tls. 88 1/2, Tls. 89, Tls. 89 1/2, Tls. 89 1/2, Tls. 90, Tls. 90 1/2, Tls. 90 1/2, Tls. 91, Tls. 91 1/2, Tls. 91 1/2, Tls. 92, Tls. 92 1/2, Tls. 92 1/2, Tls. 93, Tls. 93 1/2, Tls. 93 1/2, Tls. 94, Tls. 94 1/2, Tls. 94 1/2, Tls. 95, Tls. 95 1/2, Tls. 95 1/2, Tls. 96, Tls. 96 1/2, Tls. 96 1/2, Tls. 97, Tls. 97 1/2, Tls. 97 1/2, Tls. 98, Tls. 98 1/2, Tls. 98 1/2, Tls. 99, Tls. 99 1/2, Tls. 99 1/2, Tls. 100, Tls. 100 1/2, Tls. 100 1/2, Tls. 101, Tls. 101 1/2, Tls. 101 1/2, Tls. 102, Tls. 102 1/2, Tls. 102 1/2, Tls. 103, Tls. 103 1/2, Tls. 103 1/2, Tls. 104, Tls. 104 1/2, Tls. 104 1/2, Tls. 105, Tls. 105 1/2, Tls. 105 1/2, Tls. 106, Tls. 106 1/2, Tls. 106 1/2, Tls. 107, Tls. 107 1/2, Tls. 107 1/2, Tls. 108, Tls. 108 1/2, Tls. 108 1/2, Tls. 109, Tls. 109 1/2, Tls. 109 1/2, Tls. 110, Tls. 110 1/2, Tls.

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